

The Hongkong Telegraph

(ESTABLISHED 1881)

NEWSERIES No. 8143

三月二十二年二統宣

WEDNESDAY, MARCH 23, 1910.

三拜禮

號三十月三英港香

\$16 PER ANNUM
SINGLE COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$15,000,000
Sterling.....\$15,000,000
Silver.....\$15,000,000
REVENUE LIABILITIES OF PROPRIETORS.....\$15,000,000

GOVERNMENT OF DIRECTORS:
H. E. Tomkins, Esq., Chairman.
G. Balloch, Esq., Deputy Chairman.
J. W. Bannock, Esq., G. H. Medhurst, Esq.,
Hon. Mr. W. J. Gresson, M. Shallen, Esq.,
G. S. Gubbay, Esq., R. Shewan, Esq.,
G. R. Lestrade, Esq., H. A. Siebs, Esq.,
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 3 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 22d March, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....\$5,000,000

RESERVE FUND.....\$5,000,000

REVENUE LIABILITIES OF PROPRIETORS.....\$5,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

WM. DICKSON, Manager.

Hongkong, 5th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000

RESERVE FUNDS.....16,250,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, HANKOW, TIENTSIN, KOBÉ, OSAKA, PEKIN, NAGASAKI, NEWYANG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTUNG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 3 per cent. per annum on the daily balance.

On fixed deposit—

For 12 months.....4 1/2 per cent.

" 6 ".....3 1/2 "

" 3 ".....2 1/2 "

TAKKO TAKAMISHI, Manager.

Hongkong, 12th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Bankhandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mandelstam & Co.

M. A. von Rothschild & Soehne, Frankfurt

and A. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim Jr. & Co., Köln.

Bayrische Hypothek und Wechselbank, München.

LONDON BANKERS:

Messrs. N. M. ROBINSON & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DRAGON BANK (BERLIN), LONDON AGENT.

Banks.

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted on the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$5,000,000

ABOUT MKK \$7,500,000

RESERVE FUND.....GOLD \$5,000,000

ABOUT MKK \$7,500,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADEMIDDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months.....4 per cent. per annum.

" 6 ".....3 1/2 "

" 3 ".....2 1/2 "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 8th April, 1908.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

C. Stephenson, Esq.

Lee Yung Su, Esq.

J. H. McMichael, Esq.

O. R. Burkill, Esq.

J. A. Wattie, Esq., Manager Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....\$3,405,452.00

Assets.....7,114,490.08

Income for Year.....\$973,334.81

Total Security to Policyholders 7,885,824.53

LEFFERTS KNOX, Esq., Hongkong District Manager.

B. W. TAPE, Esq., Canton, Macao and the Philippines District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT SERVICE

8.45 p.m. and 9 p.m. to 11.15 p.m. Every 15 minutes.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

Peninsular and Oriental

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.

SUNDAY.....3 P.M. Freight and Passage.

SHANGHAI, MOJI, KOBE & SARDINIA.....25th Mar. Freight and Passage.

SHANGHAI.....About 1st Mar. Freight and Passage.

SHANGHAI.....About 1st Mar. Freight and Passage.

LONDON &c. via usual Ports.....1st Mar. Freight and Passage.

For Further Particulars apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 21st March, 1910.

Intimations.

LANE, CRAWFORD & CO.

CABIN TRUNKS.

All-Size. From \$18.00 each.

Illustrated List on Application.

LANE, CRAWFORD & CO.

KUPPER'S PILSENER BEER.

The Leading Beer in the Far East.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

Hongkong, 21st March, 1910.

Hotels

BOXING TOURNAMENT

AT BELLE-VUE HOTEL.

Telephone No. 977.

EASTER MONDAY.

A GRAND TOURNAMENT for AMATEUR WELTER and HEAVYWEIGHTS MONDAY, the 28th instant, commencing at 2.30 P.M.

The Tournament is open to all Amateur Welter and Heavyweights in the Colony and to be contested under Queensbury Rules.

Entries will be received by the undersigned up to the 24th instant, at 7 P.M.

The prizes are two handsome Silver Cups suitably inscribed.

The trophies are on view at the Belle View Hotel.

MAIN EVENT

Seaman Roberts, H.M.S. 2nd, vs. Petty Officer Smith, H.M.S. Minnow

For Lightweight Championship of the China Station.

Correspondence should be addressed to W. WINCH, Belle View Hotel.

HOTEL CRAIGIEBURN.

Plumley's Cay, the Peak, near the Tram Terminus Tel. 56.

For Terms, &c., apply to the Manager.

Manager

Shipping—Steamers

HONGKONG, CANTON, MACAO

—AND—

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON

CANTON TO HONGKONG

HONGKONG TO CANTON

CANTON TO HONGKONG

MONDAY, 21st March.

8.00 A.M. HONGKONG 10.00 P.M. HONGKONG

10.00 P.M. KINSHAW 1.15 P.M. KINSHAW

TUESDAY, 22nd March.

8.00 A.M. HONGKONG 10.00 P.M. HONGKONG

10.00 P.M. KINSHAW 1.15 P.M. KINSHAW

WEDNESDAY, 23rd March.

8.00 A.M. HONGKONG 10.00 P.M. HONGKONG

10.00 P.M. KINSHAW 1.15 P.M. KINSHAW

THURSDAY, 24th March.

8.00 A.M. HONGKONG 10.00 P.M. HONGKONG

10.00 P.M. KINSHAW 1.15 P.M. KINSHAW

FRIDAY, 25th March.

8.00 A.M. HONGKONG 10.00 P.M. HONGKONG

10.00 P.M. KINSHAW 1.15 P.M. KINSHAW

SATURDAY, 26th March.

8.00 A.M. HONGKONG 10.00 P.M. HONGKONG

10.00 P.M. KINSHAW 1.15 P.M. KINSHAW

SUNDAY, 27th March.

8.00 A.M. HONGKONG 10.00 P.M. HONGKONG

10.00 P.M. KINSHAW 1.15 P.M. KINSHAW

These Steamers, carrying the "Majesty" Mails, are the largest and fastest on the River.

Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

S.S. "SUI-TAI" 1,465 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EASTER HOLIDAYS—SPECIAL CHEAP RATES.

HONGKONG-MACAO LINE.

From Hongkong From Macao

FRIDAY, 25th.....S.S. Sui Tai.....8 A.M. 2 P.M.

SATURDAY, 26th.....Sui Tai.....8 A.M. 2 P.M.

SUNDAY, 27th.....Sui Tai.....8 A.M. 2 P.M.

MONDAY, 28th.....Sui Tai.....8 A.M. 2 P.M.

FARES

Friday and available for return till Monday.....\$5.00 \$2.50

Saturday.....5.00 2.50

Sunday.....4.00 1.50

Monday.....3.00 1.20

USUAL EXCURSION RATES SUNDAY, 27th.

A Military Band will play Selections of Music on board the Hongkong on Sunday, 27th.

Further particulars may be obtained at the Office of the Company or Messrs. T. Cook & Son.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "YANMING" 450 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamer "Lianhai" and "Saihai". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES, Manager.

Hongkong, 5th February, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and comfortable Rooms. Excellent Cuisine, under the supervision of an experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. REUMONTAL.

Proprietors.

Telephone Nos. 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135,

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Binter	About WEDNESDAY, 23rd March.
MANILA, NEWGUINEA, YAP, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leis	FRIDAY, 25th Mar., Daylight.
YOKOHAMA and KOBE	"COULEN" Capt. H. Raeger	About SATURDAY, 2nd April.
KODAT and SANDAKAN	"BORNEO" Capt. F. Sambill	Middle of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCEANIC	Seller	28th Mar., P.M.
MARSHALLS, VIA PORTS	TOKIN	Charbonnel, 29th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, SALAZAR	Magnez	11th April, P.M.
MARSHALLS, VIA PORTS	POLYNESIE	Broc, 12th April, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia via Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

16

Intimations.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 10, Bedford Row, W.C. CALCUTTA, 59, Bechook Street. SHANGHAI, 566, Nanking Road.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, excessive fatigue, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste and overstrain of modern life. It is a powerful tonic, invigorating, and strengthening the system, and in whatever form it is taken, it removes all blocks, clearing the channels of the system, and in whatever form it is taken, it removes all blocks, clearing the channels of the system, and in whatever form it is taken, it removes all blocks, clearing the channels of the system.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it purifies and purifies the blood, and in whatever form it is taken, it removes all blocks, clearing the channels of the system, and in whatever form it is taken, it removes all blocks, clearing the channels of the system, and in whatever form it is taken, it removes all blocks, clearing the channels of the system.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations, which are not only useless, but may be harmful. Price is 1/6 per bottle. Price is 1/6 per bottle. Price is 1/6 per bottle.

Agents for India—TRAVERS AND CO. LTD. BOMBAY, CALCUTTA, AND POONA.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21-5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveys).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 506, or 661.

Telegrams: "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts,

A. L. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VOUEX ROAD recently vacated by Institution of Engineers and Shipbuilders.

No. 9, PEAK ROAD "DEVONIA" containing 6 Rooms, Gardens, Tennis Court, Servants' Quarters.

ONE GODOWNS in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 8th March, 1910.

TO LET.

GODOWN, No. 4, PRIMA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, Watson & Co.).

Apply to—

THE COMPASS ROPE DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 11th September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

9, MACDONNELL ROAD.

A HOUSE in WONG-MUI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING,

No. 10, DES VOUEX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 12th March, 1910.

TO LET FURNISHED.

"TANTALLON" 136A, Barker Road.

Rent \$225.00 per month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS.

Hongkong, 8th December, 1909.

TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 24th February, 1910.

TO LET.

GODOWN, No. 34, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

Intimation.

RUBBER NOTES.

LIGHT RISES COMBINED WITH GREAT SCOPE FOR PROFIT.

The *Financial*, of February 22, says:—A very notable feature of the rubber market, certainly in the earlier period, was the almost entire absence of speculation on anything but the smallest scale, and even now, taking the market as a whole, the great bulk of the transactions represent investment. Recently, however, certain trust corporations have been formed, and their securities do possess a distinctly speculative element, and consequently show comparatively wide fluctuations of price. Regarding these, the outside operator who simply comes in with a general idea that rubber shares are things to make money may need a word of caution. Without in the least reflecting upon the management of holding companies, it may be pointed out that, outside the directorate, no one actually knows much regarding their investments in rubber-planting companies' shares, and the circumstances are such that even the directors might be tempted now and then into rash impulses in their desire not to lose the opportunities connected with new flotation.

Taking, however, the market as a whole, it is decidedly one for the investor. The large capitalist would have difficulty in finding any class of investment offering such good prospects of satisfactory dividends combined with reasonable security. As to the small investor, if he is so ill-advised as to make a haphazard choice in his purchase, he may, of course, expect the unpleasant results likely to follow any sort of ill-considered transaction, but inasmuch as he can, by the exercise of a little common sense, easily get reliable advice, he can avoid obvious pitfalls, and get the opportunity of placing his money with the reasonable expectation of advantages that cannot be found in any other department of industrial securities.

RELATIVELY FEW DISASTERS.

Providing a would-be investor has sufficient capital to make a selection of several different rubber securities, his position will, of course, be proportionately safer; and in this connection the peculiar advantages of this industry appeal very strongly to the cautious man who, while discontented with the poor return afforded by ill-gedged descriptions, does not want to incur any uncomfortable risks.

It would be misleading to suggest that rubber-planting companies have not already, here and there, had serious set-backs, due to initial mistakes, or bad management, or such misfortunes as are inevitably connected with cultivation of any description. But, looking at the comparatively short time during which the great bulk of the planters have been actually at work, and the consequent unfamiliarity of the operation, it is really surprising that more disasters have not happened, and that more money has not been lost. It may even be assumed that the worst has been got through respecting plantation troubles, due to an imperfect acquaintance with the requirements of the trees, and the fact that the methods employed have necessarily been to a large extent experimental. During the last few years, however, rubber planting has been so closely studied by both botanists of high repute and practical planters of great experience that it is very unlikely that any calamities are in store where the management has been qualified on the technical side, and the directors have refrained from indulging in detrimental fads.

SAFE AND SURE.

With these qualifications, a well-placed rubber plantation, with adequate transportation facilities—which, by the way, as compared with many industries connected with the soil, need only be of the most simple description—offers a system of industry with exceedingly few risks. The growing of wheat and other cereals, of cotton, of almost every kind of tropical produce, involves possibilities of seasonal failure, with great attendant loss. Rubber is comparatively a safe and sure thing. The soil and the rainfall being suitable—and, of course, the plantation would not be in existence otherwise—the trees after the first year or two are usually quite able to take care of themselves against any natural casualties. Also, from the investor's point of view—the investor who can make judicious selection—it does not follow that a disaster on any one plantation in which he is interested will very seriously affect him. It is the average result from a group of companies, each managed, we will suppose, with average capacity, that has to be looked at. And in this respect, the immense difference between investments in rubber companies and investments in, say, cattle ranches, or sheep farms, or mines has to be noted. The output of rubber from any given group of plantations can be relied upon from year to year with almost more certainty than the output of wheat from a whole country, and, once established, improvement in quantity is consequent for quite a number of years.

ATTACKED BY A CROCODILE.

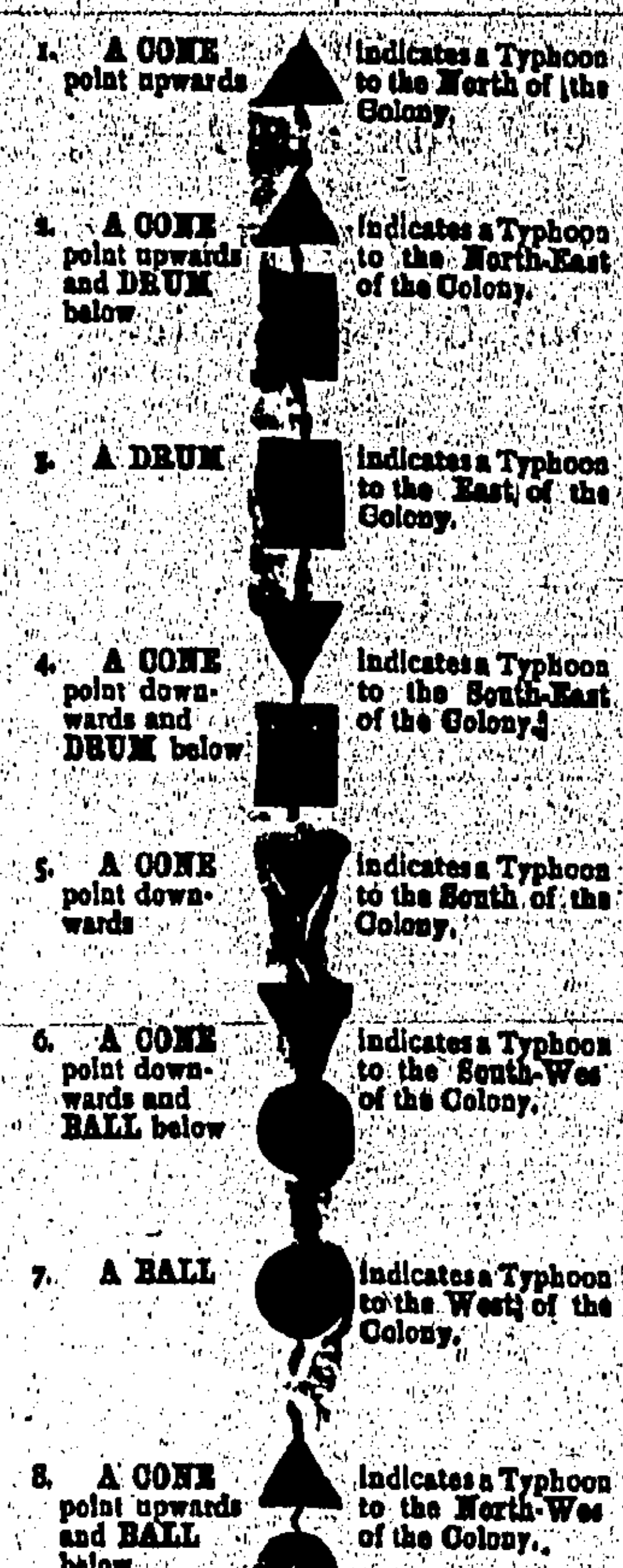
TRAGEDY AT KEPONG.

Last Monday evening at about 5 o'clock two coolies on the Kepong Estate, Kuala Lumpur were fishing in an abandoned mining hole a short distance from the messengers' bungalow. They had not been near the pool long when a crocodile seized one of the men by the legs. The reptile got a secure hold above the unfortunate man's knees and began dragging him under water. The other coolie caught hold of his friend and attempted to pull him out, but the crocodile drew both men into the water. The man who was first seized, Mr. W. D. Fraser, Mr. Fraser took him and tried to pull him out, but the crocodile drew both men into the water. The man who was first seized, Mr. W. D. Fraser, Mr. Fraser took him and tried to pull him out, but the crocodile drew both men into the water. The man who was first seized, Mr. W. D. Fraser, Mr. Fraser took him and tried to pull him out, but the crocodile drew both men into the water.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Zamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted, at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Zamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock	Abandon
Waglan	Sun Ki Yau
Stanley	Sai Kung
Cape Collinson	Sai Tin Kai
	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Observatory.

Intimation.

Powell's

Showrooms are stocked with a selection of High Class Household and Office Furniture.

BEDROOM SUITES

WOOD BEDSTEADS

SIDEBOARDS

DINNER WAGONS

DINING TABLES

DINING CHAIRS

OVERMANTELS

OCCASIONAL TABLES

CARD TABLES

LIBRARY TABLES

OFFICE DESKS

FANCY DESKS

BOOKCASES

SEWING TABLES

REVOLVING CHAIRS

HALL STANDS

PEDESTALS

CABINETS

CHESTERFIELDS

LOUNGES

SETTEES

FIRST FLOOR

Alexandra Buildings.

Hongkong, 14th March, 1910.

Public Companies

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, TO-MORROW, the 24th March, at 11 A.M., for the purpose of receiving the Report and Statements of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 13th March, 1910. [239]

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 14th March, 1910. [239]

Notices of Firm.

NOTICE.

WE have this day established ourselves as IMPORT and EXPORT MERCHANTS, STEAMSHIP AGENTS, COMMISSION AGENTS, &c., at 25, Des Voeux Road Central.

OLOF WIJK & CO.'S EAST ASIATIC AGENCIES A.B. LTD. Hongkong, 18th March, 1910. [260]

NOTICE.

WE have this day appointed Mr. ARTHUR NILSSON as our SOLE MANAGER for Hongkong.

OLOF WIJK & CO.'S EAST ASIATIC AGENCIES A.B. LTD. Hongkong, 18th March, 1910. [260]

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS, P. A. LAPICQUE & Co., Agents, MESSAGERIES MARITIMES, P. THOMAS, Agent, Hongkong, 29th December, 1909. [267]

Intimations

NOTICE.

IT is hereby notified that the Supply of Water to Shaukiwan East and West will be TURNED ON in the public mains during the following hours only:—

6 a.m. to 9 a.m.
4 p.m. to 6 p.m.

W. CHATHAM, Water Authority, Public Works Department, Hongkong, 21st March, 1910. [267]

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910. [27]

JAPANESE MASSAGE.

Massey MEIJI SHA, GRADUATE OF KOBE MESSAGE SCHOOL, ATTENDANCE AT PATIENTS' RESIDENCE, No. 177, WANCHAI ROAD, GROUND FLOOR, Hongkong, 10th January, 1910. [94]

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of the Chinese language, and is well acquainted with the Chinese people. He is now residing at the Chinese Language School, 10, Hollywood Road, and is open for instruction. [27]

COMMERCIAL

TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber sheets, by wire, are supplied by Messrs. R. S. Kadoorie & Co.

Allegars	7/5
Anglo-Malaya	3/6 aa
Balgownie	16/ aa
Bain Tiges	20/ aa
Bertram	9/6 aa
Bukit Kajang	70/- aa prem.
Bukit Rajahs	35/-
Carey United	25/6 prem.
Castledale	120/-
Changkat Sordangs	52/- aa
Choras	51/5
Damansara	47/5
Eastern International	32/6 prem.
Fed. Selangor	310/-
Glenasly	51/5 aa
Glenasly	342/-
Golconda	140/-
Golden Hope	145/-
Highlands and Lowlands	153/- aa
Indragiri	245/-
Ich Kenech	315/-
Jeques	130/-
Jonglandora	20/- prem.
Kannings	89/6 prem.
Kuala Lumpur	215/-
Lanadrons (fully paid)	165/-
Lanadrons (ppd.)	112/6 prem.
Latus	115/-
Ledburgs	97/6
Linggi	22/6
London Asiatics	162/6
London Ventures	109/6
Marlman	61/3
Pajans	516/-
Pegohs	548/-
Rubber Trusts	461/3 prem. ex. n. i.
Saggas	260/-
Sandycrofts	555/-
Sekougs	30/- prem.
Shelfords	75/-
Singapore & Johore	5000
Sumatra Paras	14/9
Sungei Chohs	102/6
Sungei Kapars	165/-
Sungos	46/-
Seafields	122/6 prem.
Tandjongs	70/- prem.
Tangkahs	231/3 prem.
Ulu Rani	116/- ex. n. i.
United Sordangs	150/-
United Singapore	52/15
United Sumatras	15/-
United Langkats	231/-

THE LATE MR. STEVENS.

JAPANESE GOVERNMENT'S LIBERALITY.

In the course of the proceedings of the Lower House on the Reserve Fund, which sat at 11 a.m. on Thursday (10th instant), Mr. Shimizu, a Secretary in the Foreign Office, replying to questions regarding the disbursement of the fund in charge of the Foreign Office in the 41st fiscal year (1908-9), said that the sum of ¥150,000 had been paid out of the second reserve to the two sisters of the late Mr. D. W. Stevens, who, after having been in the Government service from the year 1882, had been cruelly done to death by the hand of an assassin at San Francisco on March 24th, 1908. Mr. Shimizu further stated that the estimate for telegraph charges had proved insufficient by ¥20,000, and it was therefore delayed out of the second reserve. On May 14th, 1908, a sum of ¥150,000 was paid, representing half the amount of capital for the Yaku Lumbering Company, which was formed on a joint-stock basis by the Japanese and Chinese Governments. — *Japan Chronicle*.

MUSSELS AS WILD ANIMALS.

Remarkable revelations were made at the Lancashire County Council at Preston, when a resolution was passed urging the Board of Agriculture and Fisheries and the Local Government Board to confer power on some authority to prohibit the taking of mussels for human consumption from beds known to be dangerously contaminated with sewage.

Alderman Fletcher, chairman of the Lancashire and Western Sea Fisheries Committee, said such committee had only power to protect the health of fish, but not that of persons consuming fish. His committee had known for years many contaminated mussel beds, to which four distinct outbreaks of enteric fever at Manchester, and others at Nottingham and Walsall had been traced, but they had no power to prohibit mussels being taken. In one bed, practically every mussel was contaminated sufficiently to cause an epidemic. Six years ago they drew up bylaws to close a contaminated bed, but the Board of Agriculture and Fisheries held that the committee had no power to close fisheries for the protection of public health. In another case they approached the owners of the foreshore and were met by the opposition, which had been upheld; that mussels were wild animals; and there was no property in them until they were captured, and thus there was no means of enforcing the aid of lords of manors in preventing them being gathered. If the powers asked for by the resolution were recorded, fishermen would suffer no injury, for in most places there were other beds which were uncontaminated, but which were perhaps a little more difficult to reach in bad weather. His committee were already in a position to give information to any authority which might be empowered as to which beds were right and which were wrong.

Councillor Reginald said Lancashire consumed 200,000 mussels annually. Dr. Trumble moved that "Resolved, that the committee be empowered to take such steps as may be necessary to prevent the mussels from being sold or taken, and to see that the mussels are not sold or taken in any place where they are known to be contaminated."

The resolution was carried by a majority of 10 to 5.

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WILD RUBBER

Every week's mail brings out details of fresh issues, many of which are merely of interest locally, as showing how widely the case is extending. Thus the last issue shows the La Matona estates, formed to acquire an absolute grant from the department of Santa Cruz in Bolivia. The property is one before which the F. M. S. must bow in all matters, for the area is 2,000 square miles—about 1,000,000 acres. This of course is not a planting company, though that may be indulged in, but the exploitation of wild rubber supplies. The capital is a quarter of a million sterling.

British Honduras has been formed to acquire the Dolores rubber and cocoa estates, with an area of 18,000 odd acres, 1240 cleared, with good river communication. Capital £25,000.

The British New Guinea Development Company, which deals in millions both as regards money and land area, has also caught the rubber fever and intends educating the gentle Papuan, who we learn "is efficient at clearing scrub if given proper tools" and can "line holes, plant and shade trees if watchful supervision is exercised."

How many a story of defeat and failure all over the East is outlined in those last few words. The optimistic gentlemen connected with this company are not going to be content with "the few hundred or few thousand acres which go to make up a rubber plantation in Malaya or Ceylon."

They are going to plant 2,000 acres a year and in the fourth from planting, they are going to get £10 per acre from each of the two thousand, rising to £20 an acre by the seventh year! Their "good and willing workers" are going to work "for ten shillings a month and their keep" but for what will the "watchful supervision" be obtained.

In six years the Company is going to make a profit of a quarter of a million out of rubber, and after that the profit will rise by a fifty thousand pounds annually as a minimum. Perhaps—perhaps not.

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Intimations

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE is hereby given that KWOK SIU KUI, of No. 3, Li Yuen Street West, Victoria, in the Colony of Hongkong, has, on the 21st day of February, 1910, applied for the Registration of the following Trade Mark:—

A device representing a child standing over a scroll which is surrounded by cyclone flowers.

In the name of KWOK SIU KUI, who claims to be the proprietor thereof.

The Trade Mark has been used by the Applicant since the beginning of the year 1908.

A Facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks and of the Underigned.

Dated the 23rd day of February, 1910.

WILKINSON & GRIST, Solicitors for the Applicant.

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Consignments

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, HULL, LONDON AND STRAITS.

THE Steamship "GLENFARG,"

Captain Harrell, having arrived from the above Ports bringing forward cargo transferred from a.s. Glenfarg, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Glenfarg's Bills of Lading must be presented to obtain delivery.

Original Cargo will be carried on unless notice to the contrary be given before To-day. All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on WEDNESDAY, 23rd instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents, Hongkong, 16th March, 1910. [255]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC" FROM TACOMA, VANCOUVER, YOKO, HAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents, Hongkong, 19th March, 1910. [17]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE" FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godown and/or Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 23rd prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 23rd inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents, Hongkong, 22nd March, 1910. [263]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APORE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 24th inst., will be subject to rent.

Consignees of Cargo from SINGAPORE and PENANG are requested to send in their BILLS OF LADING to the undersigned, and to take immediate delivery of their Goods from alongside.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 22nd March, 1910. [263]

DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 22nd March, 1910. [263]

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DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 22nd March, 1910. [263]

DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 22nd March,

SANDICROFT RUBBER CO.

ANNUAL REPORT.

The net profit for the period after making due provision for depreciation amounts to \$109,783.12 to which has to be added the balance of \$1,275.77 brought forward from last account making a total of \$111,058.89 available to 31st January, 1910, less interim dividends absorbing \$30,000 already declared.

Your directors recommend—
1. That a final dividend of 90 per cent be declared, making 150 per cent for the year and absorbing \$30,000.

2. That the sum of \$7,070.70 be placed to a sinking fund for the redemption of debentures.
3. That the sum of \$9,000 be transferred to reserve.

4. That the sum of \$3,000 be allocated as bonus to employees.
5. That the balance of \$4,071.19 be carried forward to next account.

CULTIVATION.

A detailed survey of the cultivated portion of the estate was made during the year which disclosed an area of 166 acres under rubber. Apart from two small blocks totalling 17 acres which are now being planted, there is no further land suitable for cultivation within the estate boundaries. The portion of the cultivation at 31st January was as follows:—
Planted 1908 70 acres blocks 1-3-4
" 1909 8 " " 2-3-4
" 1910 29 " " 5
" 1911 25 " " 6, 10
" 1912 65 " " 8, 9
" 1913 132 " " 7, 11, 13
" 1914 14 " " 14

Total 366 acres.

Extensions.—During the year the directors have acquired either by purchase or direct from government further lands adjoining the present cultivation amounting in all to approximately 697 acres. Your directors are of opinion that the addition of this area to the cultivation will considerably strengthen the position of the company. It is proposed to open up this land as rapidly as possible and in order to provide funds for this purpose the directors recommend an increase of capital. A notice summoning an extraordinary general meeting to pass the necessary resolution accompanied this report.

General.—The estate is now in excellent condition. Considerable expenditure has been incurred in the treatment of disease and the general sanitation of the estate. This work has been taken in hand very thoroughly and it is expected that the clearing of all dead jungle timber from the cultivation will be completed during the current year.

PARA RUBBER.

The output of dry rubber during the year amounted to 47,985 lbs. No. 1 sheet, and 25,373 lbs. of other grades or a total of 73,358 lbs. as against 57,706 lbs. in the previous year. 44,000 trees were tapped over 130 acres.

The following figures will be of interest:—
Average yield per tree per tapping lbs. .0795
Average yield per tree per annum .523
Average yield per acre 561.34
Average yield per acre employed 2.46
Cost per lb. (labour only for tapping, opening trees and transport to factory) cents 16.00

The average prices obtained for the crop so far sold are 7s. 10d. for sheet and 5s. 9d. for scrap as against 4s. 4d. for sheet and 2s. 11d. for scrap in the preceding year. A portion of the crop was sold during the year under contract.

Rubber in transit and in store at January 31, has been taken as to the portion since sold or contracted for at the actual price realised and as to the portion unsold at 5s. per lb.

Machinery.—The machinery installation is now complete with the exception of the new drying house and it is expected that the whole will be in working order shortly.

Management.—Mr. R. B. Murray has been in charge of the estate throughout the year. Labour.—No serious difficulties have arisen in this respect although the Malay labour is as usual somewhat unreliable.

Finance.—The directors have recommended that the sum of \$30,000 be placed to reserve out of the profits for the year to meet the cost of developing the portion of the present area not yet in bearing and to complete the factory installation. It is proposed to meet the cost of the extensions contemplated by a new issue of capital.

Directors.—The board now consists of Messrs. M. E. Plimpton (on leave), E. H. Bratt, A. Gentle, F. E. Jago and W. W. Cook. In accordance with the articles of association Mr. A. Gentle retires, but being eligible offers himself for re-election.

Auditors.—Messrs. Derrick and Co. offer themselves for re-election.

F. E. JAGO, Chairman.

FURTHER CAPITAL.

An extraordinary general meeting of the company will be held at Winchester House, on March 23, for the purpose of considering and if approved, of passing the following resolutions:—

1. That the capital of the company be increased from \$500,000 to \$2,000,000 by the creation of 1,500,000 new shares of \$1 each to rank pari passu in all respects with the existing shares of the company.

2. That the Directors be and are hereby authorized to issue the said 1,500,000 shares forthwith at a premium of 50 per cent above the nominal value of \$1 per share to be paid in full on application.

3. That the said 1,500,000 shares be offered in the first place to existing shareholders of the company so far as practicable in proportion to their holding in the company.

4. That should any shares to which any shareholder is entitled under the preceding resolution not be taken up by such shareholder or his nominee the directors be and are hereby empowered to issue such shares to any other person at such premium as they may think fit.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from the 19th to 21st March with the following results:—

	Gross	Handicap	Net
E. J. Grist	81	4	77
H. S. Sweeting	88	9	79
Comdr. Penfold	89	10	79
Hon. Mr. W. J. Grist	96	16	80
S. S. Logan	98	18	80
G. M. Dalgety	98	18	80
Staff Paymaster Wilson	93	8	84

Winner of Cup, 41 Entries.

	Gross	Handicap	Net
A. P. Dashwood	93	18	75
J. Clark	78	2	76
A. W. Walkinshaw	78	scr.	78
H. S. Sweeting	88	9	79
Comdr. Penfold	89	10	79
Hon. Mr. W. J. Grist	96	16	80
S. S. Logan	98	18	80

Winner of Pool, 36 Entries.

THE DEVELOPMENT OF MANCHURIA.

AMBIDIOUS JAPANESE PROGRAMME.

An interesting statement has been made by Mr. Shirani, Chief of the Administrative Bureau of the Kwantung Government, outlining Japanese policy for the development of Manchuria. As will be seen from Mr. Shirani's remarks, it is suggested that a Japanese bank be formed for the purpose of advancing cheap money for industrial undertakings. We wonder if the necessary capital to establish such a bank could be raised in London? Judging from Earl Stanhope's remarks, quoted in Wednesday's issue, there would doubtless be quite a rush of British financiers anxious to invest in such an undertaking.

Mr. Shirani is thus quoted:—"Not being so very distant from the time of the Russo-Japanese War, all the Japanese equipments now in Manchuria are tainted with a military flavour, but there is no colour of necessity for continuing such a military state any longer. The Kwantung Government, by disarming Dairen and Port Arthur, and carrying out the evacuation of Japanese soldiery from Manchuria by degrees, is endeavouring to show its sincerity to the world in regard to the intention of exploiting Manchuria in a peaceful manner. As the first step in that direction, the Government intends to inaugurate engineering and chemical schools and other similar institutions for the purpose of developing the natural resources of Manchuria and Kwantung province, and has it further in mind to afford facilities to people in economic enterprises."

"Manchuria and Kwantung province are three times the size of Japan, containing from 30,000,000 to 40,000,000 inhabitants, and as regards the extent area of the fields operated by the people, even the Chinese Government is in ignorance. For instance, along the railway zone, from Dairen to Changchun, covering more than 700 miles, is no tract of land but is cultivated with care and skill, and the staple export big beans, through Dairen, Vladivostok and Yinkow has reached the amount of 18,000,000 *hoku*, which figures—with the addition of the total amount of inland consumption—represent enormous values. The production of other cereals is put at between 3,000 and 4,000 *hoku*, bearing testimony to the wonderfully fertile soil of Manchuria. As to minerals, the Pishan, Honkeiko, and Zetai coal-mines, which are well-known to the public, are but drops in the bucket compared with the iron-mines and copper-mines still lying undiscovered. The Government not only attaches importance to these inestimable natural products, but is anxious to build up some great enterprise on their foundation. The establishment of an engineering and chemical school above referred to is their intended object. Salad oil and lubricating oils are manufactured from big beans, and the residue is made into *xy* and *miso*, while alcohol is prepared from barley grain and paper from the stems. The manufactures of glass and matches have a bright future before them also."

"The branch of the Specie Bank has control of the money-market of Manchuria, but it is only a commercial bank, and is not entitled to accommodate industrial enterprises with funds. Such being the case, Japanese merchants secure from usurers' loans which are usually obtained at 3 or 4 per cent per annum and at 40 or 50 per cent per annum in the case of sums ranging from ¥500 to ¥10,000. Of the Manchurian merchants numbering thousands, only 800 are doing business with their own money, which amounts to ¥3,000,000 in all, while others depend on usurers for the operation of their business. The authorities are doing their best to reduce the rate of interest by some means or other. Since last year, some members of the Diet have been petitioning the Government to establish a special bank in Manchuria but the latter has refused the request on the ground that Manchuria is not advanced in industrial undertakings, for which reason the practice of advancing loans is dangerous. But from the Manchurian point of view, the deficiency of adequate financial organs cannot but be held responsible for the non-development of its enterprises. Some time ago the Hokkaido and Formosa were provided with special banks of their own, and it is to be hoped that the same measure may be taken in Manchuria. The Chinese, on the other hand, are busy trying to obtain control of the financial circles by establishing a monetary org. in their desire to recover their lost rights. At this juncture it is a pressing duty to introduce a bank with a capital of over ¥5,000,000 in Manchuria as soon as possible, and to place Dairen and Port Arthur in North China on a par with Shanghai and Hongkong."

"The statement of Mr. Shirani, Chief of the Kwantung Government in the 'Jing Jih' of the Chinese is very interesting."

At the site of Lu-lin, the capital of an ancient kingdom which flourished from 200 B.C. to the sixth century, Mr. Tachibana unearthed a number of valuable manuscripts. The most important find, it is stated, was an official letter from a Chinese envoy, who termed himself, "High Commissioner of the West in Country (A-ile, by the way, unknown in Chinese history) to the Native Kings." The writer, it is conjectured, must have been an official of the after-Han dynasty, in which case the document cannot be more than seven or eight hundred years or so old.

It appears that exploration has a strong fascination for the Japanese, for only the other day three other Japanese were in Bombay on their way back from the Persian Gulf. They had travelled over a greater part of Asiatic Turkey and some parts of Persia, and were returning to Japan with a veritable treasure in the shape of photographs which they had taken in the different parts of Asia Minor and Persia.

HALLEY'S COMET.

GOOD OMEN FOR LIBERAL SUCCESS.

Halley's comet is evidently a democratic comet. Mr. Crommelin, the eminent astronomer of Greenwich Observatory, points out the interesting fact that at its last and present visit a dissolution took place, and that it found on its appearance a very large Liberal majority in power, and it remained long enough to see another Liberal majority returned.

This interesting statement was made, by Prof. Hall Turner, Savilian Professor of Astronomy at Oxford, in a highly interesting lecture on Halley's comet at the Royal Institution.

JAPANESE EXPLORERS.

VALUABLE MSS. DISCOVERED.

M. Ziecho Tachibana, a twenty-year-old Japanese explorer, has just passed through Bombay on his way to Europe, via Egypt, to place before the learned societies the vast number of valuable manuscripts which he has collected in the course of his wanderings from Peking to Kashgar.

Dr. Denison Ross, formerly of London University, now Principal of the Calcutta University, has had an opportunity of examining his manuscripts, and has pronounced them of great value.

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Great historical events (he said) were associated with the later years in which the comet returned. The date 1065 would be noticed as that of the Norman conquest of England, 1537 was the year in which King Henry VIII. was declared head of the English Church, 1607 saw the foundation of Jamestown, with which the history of our last colony, the United States, might be said to commence, 1738 saw the birth of Nelson, and 1759 the battle of Quebec Bay.

PROGRESSIVE COMET.
Mr. Crommelin, of Greenwich Observatory, had called attention to the curious parallel between the general elections in England in 1835 and 1910. The numbers of the parties at the previous elections and after the election in the comet year are curiously parallel:

	1835	1910
Liberals in previous	514	513
Liberals after election	385	497
Opposition in previous	144	157
Opposition after election	273	273

The comet of 66 was, perhaps, the sword men, tioned by Josephus as hanging over Jerusalem for a whole year together, which he took to be a warning of its impending destruction.

The return of 1436 originated, a false story (which grew with age, and would be hard to eradicate from the various literary channels into which it had found its way) that Pope Calixtus III. had cursed the comet. The true facts had been clearly stated several times, and it had been shown that the legend had no foundation.

There were comets which took thousands of years to return to the sun, it need only 73 to 80, like Halley's comet. The greater part of this time they spend at a great distance, travelling so slowly as to be almost stationary. There must be thousands of comets which spend most of their time at a distance from the sun, hanging between successive journeys to him, while there may be millions—our knowledge was too imperfect to guide us.

MILLIONS OF WANDERING COMETS.
Since we see about three comets of long period per year, and we might miss several, there was not likely to be more, assuming them permanent members of the solar system. In forming a mental picture of the universe we should not forget to include a possible envelope of comets surrounding each star.

It was not easy to forecast with accuracy, said the professor, but the indications were in favour of a moderately bright appearance only in the latter part of May next, in the west after sunset. Halley's comet appeared to us as historical and sentimental grounds rather than because of its grandeur. In predicting its return in 1758, or thereabouts, Halley gave a sensational illustration of the consequences following from the newly-discovered law of gravitation which he had elicited from Newton.

TRIUMPH OF CALCULATION.

As the time drew nearer for the prophesied return there was intense excitement, and the fulfilment of the prediction was hailed as a great triumph. Moreover, it was suggested that the history of the comet might be carried backwards, and this had been done successfully as far as 240 B.C.

Comets were in old days not merely mysterious but terrifying. "Not only were their movements apparently arbitrary and incapable of prediction, but they were believed to bring disaster. Prof. Huggins once quoted the words of Dr. Barrow, as recorded by Sylvester (1641): "There was long cloudy halos, a blinding star, threatening the world with famine, plague, and war."

To princes, death; to kingdoms, many comets; to all states, inevitable misery. To mankind, ruin; to all things, shame, confusion, and ruin. To cities, storm; to cities, civil wars."

To-day's Advertisements.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE.

IN accordance with Government Notification No. 80 of 11th instant all FIRE INSURANCE OFFICES will be CLOSED on the following days:—

FRIDAY, 25th March.
SATURDAY, 26th "
MONDAY, 28th "

By Order, A. R. LOWE, Secretary.
Hongkong, 23rd March, 1910. [273]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE.

IN accordance with Government Notification No. 80 of 11th instant all MARINE INSURANCE OFFICES will be CLOSED on the following days:—

FRIDAY, 25th March.
SATURDAY, 26th "
MONDAY, 28th "

By Order, A. R. LOWE, Secretary.
Hongkong, 23rd March, 1910. [274]

BANGKOK RICE TRADE.

REGULAR REVIVAL APPARENT.

Under date 11th inst., the *Bangkok Daily Mail* writes:—"A regular revival in trade is becoming more and more evident in Bangkok of late. Shipping business is becoming more active and the local rice-mills are busy once more. This proves that a plentiful supply of rice and paddy is pouring in from the country and that the demand for it is brisk."

Local freight rates are going up, and we learn that some steamers left recently for Singapore carrying cargoes of rice at 2½ cents per picul which is considered an excellent freight rate in this part of the world. A cargo of rice at this rate to Singapore, pays the steamer owners about 7½ cents and upwards according to capacity. The return trips from Singapore generally average fifteen hundred to two thousand dollars. This is fine business and emphasises the fact that an abundant rice-harvest for Siam is one of the best things to which the country can aspire.

At present the fear is entertained that the unusual rain at this season will more or less injure the rice harvest. In many districts the paddy is piled up in stacks, the farmers, not having time to have it thrashed and gathered in. This is chiefly owing to the slow, primitive methods in which harvesting is carried on in this country and which frequently expose the paddy cultivators to certain risks, both in time of sowing, as well as in saving their crops. Seeing that rice-growing is, and will continue to be the great source of Siam's wealth, it is of vital importance that it should be encouraged in every way possible.

In former years a covan of paddy could be had in the local market for about 10s. 40, or less, and to-day it is sold at 10s. 80, and upwards.

This proves better than anything else, the great and growing demand that exists for rice and this demand is increasing in all parts of the world. When rice is abundant money is plentiful and trade is brisk in all its branches. But we see by experience in Siam that in years of a poor rice-harvest, business and all lines of commerce suffer.

Keeping this in view, we cannot refrain from suggesting once more that in order to insure big harvests for Siam annually, it will be necessary to introduce modern labour-saving machinery into the country and to educate the farmer in its use.

Events Coming.

Wednesday, 23rd March.
Bandman Opera Co., "Waltz Dream" 9 p.m.

Thursday, 24th March.
Geo. P. Lamont, Auction sale of furniture, at 4, Old Bailey, 11 a.m.

China Sugar Refinery Co., Ltd., Annual Meeting, at the offices of Jardine, Matheson & Co., Ltd., 11 a.m.

Lyons Sugar Refining Co., Ltd., Annual Meeting, at the offices of Jardine, Matheson & Co., Ltd., 11.30 a.m.

Friday, 25th March.
Bank Holiday.

Saturday, 26th March.
Bank Holiday.

Hongkong Hotel, Half-yearly Meeting, 12.30 p.m.

Hongkong Regatta, 1 p.m.

Hongkong Football Challenge Shield final, 4 p.m.

Monday, 28th March.
Bank Holiday.

Leisure Recreation Club Sports, at Race Course.

Boxing Tournament at Belle View Stadium.

Tuesday, 29th March.
Geo. P. Lamont, Auction sale of furniture, at the "Devonshire" Park Road, 2.30 p.m.

Geo. P. Lamont, Property sale, 3 p.m.

Wednesday, 30th March.
Buffs Athletic Sports, Kowloon Cricket Club, China Commercial Co., Ltd., annual meeting at the offices of Egan and Hartley, Alexander Building, 4 p.m.

Thursday, 31st April.
H.K.A.A.A. Sports, Kowloon Cricket Club.

Monday, 1st April.
National Bank of China Ltd., Extraordinary meeting, 11.30 a.m.

Palmerston Concert, at City Hall, 6.15 p.m.

Friday, 10th April.
First Drunkenness meeting.

Saturday, 21st April.
Y.C.O. Sports, at Kowloon Cricket Club Ground.

To-day's Advertisements.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.
Hongkong, 23rd March, 1910. [270]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with the Statements of Account to 31st December, 1909, and of declaring dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.
Hongkong, 23rd March, 1910. [271]

A TOO STABLE.

LEIGHTON HILL ROAD, (next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:
At the Stables or anywhere in Hongkong, \$2 per animal.
At Kowloon, \$3 per animal.

A TOO STABLE, Leighton Hill Road, Hongkong, 23rd March, 1910. [272]

NORDDRETSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"PRINZ LUDWIG," Captain F. von Blosse, will leave for the above places TO-MORROW, the 24th inst., at 6 A.M.

For further particulars, apply to NORDDRETSCHER LLOYD, MELOCHERS & Co., General Agents, Hongkong, 23rd March, 1910. [275]

SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

BEST ENTERTAINMENT IN HONGKONG.

COMIC and DRAMATIC FILMS.

Miss JESSIE THORNE, Australian Soubrette.

Miss DORIS MAULEY, New Songs and Dances.

Mr. CARL WALLNER, Whistler and Comedian.

DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences 6.30 half-price. Second commences 9.15.

ENGLISH ALE & STOUT.

In Patent Jars of 1 to 5 Gallons.

The Beer is kept Fresh and Sound in these Patent Earthenware Jars for about Ten Days.

A Small Quantity can be drawn off for use from time to time.

SEND ORDERS EARLY.

ONLY A LIMITED NUMBER OF JARS RECEIVED.

\$1.25 per Gallon.

H. PRICE & CO. LD.

WINE MERCHANTS.

12, Queen's Road.

Telephone No. 135.

23rd March, 1910.

Shipping—Steamers

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea) of Japan, Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 7 TO 9 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., N.S.

From Hongkong	From St. John, N.B.
"EMPEROR OF JAPAN" SATURDAY, MAR. 26TH.	"EMPEROR OF IRELAND" FRIDAY, APRIL 22ND.
"EMPEROR OF CHINA" SATURDAY, APRIL 23RD.	"EMPEROR OF IRELAND" FRIDAY, MAY 20TH.
"EMPEROR OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPEROR OF BRITAIN" FRIDAY, JULY 1ST.
"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 23RD.
"EMPEROR OF CHINA" SATURDAY, JUNE 25TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various ports of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commensurate being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 45.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Pitya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA.....	"YUNSHANG"	FRIDAY, 15th Mar., Noon.
SINGAPORE via AMOY.....	"CHUNSHANG"	SATURDAY, 16th Mar., Noon.
SANDAKAN.....	"MAUSANG"	MONDAY, 18th Mar., 4 P.M.
SHANGHAI.....	"WINGSANG"	TUESDAY, 19th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI.....	"FOOKSANG"	FRIDAY, 1st April, Noon.
MANILA.....	"LOONGSANG"	FRIDAY, 1st April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA.....	"KUTSANG"	MONDAY, 4th April, Noon.
SINGAPORE, PENANG & CALCUTTA.....	"KUMSANG"	FRIDAY, 8th April, Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kutsang*, *Namsang* and *Fookshang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, Osaka, Tientsin & Newchuan.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 215, Hongkong, 22nd March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"ANHEU"	24th Mar., 4 P.M.
SHANGHAI.....	"QINXU"	27th " Daylight.
MANILA.....	"FEAN"	29th " 3 P.M.
SHANGHAI.....	"CHENAN"	31st " 4 P.M.
TIENTSIN.....	"KUEICHO"	31st " 4 P.M.
SHANGHAI.....	"LINAN"	3rd April, Daylight.
MANILA.....	"TAKING"	5th " 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA.....	"TAIYUAN"	21st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, twice weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhe, Chenan, Linan, Chienan*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Marly Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45. single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 36, Hongkong, 23rd March, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
LAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th Mar., at Noon.
RUBI	2540	A. Fraser	MANILA	SATURDAY, 26th Mar., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.,

Telephone No. 194, Hongkong, 19th March, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
LAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th Mar., at Noon.
RUBI	2540	A. Fraser	MANILA	SATURDAY, 26th Mar., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.,

Telephone No. 194, Hongkong, 19th March, 1910.

Shipping—Steamers

"SHIRE" LINE OF STEAMERS
LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "FLINTSHIRE" Captain G. G. Candy, will be despatched as above about 1st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 22nd March, 1910. [219]

"SHIRE" LINE OF STEAMERS
LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "GLAMORGANSHIRE" Captain H. G. Norris, will be despatched as above about 1st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 22nd March, 1910. [220]

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For

Steamers

Leaves

ANPING via SWATOW and AMOY

"SOSHO MARU" Capt. T. Sugi

WEDNESDAY, 30th Mar., at 10 A.M.

SHANGHAI via SWATOW, AMOY and FOOSHOW

"BUJUN MARU" Capt. Y. Fusedo

THURSDAY, 31st Mar., at 8 A.M.

TAMSUI via SWATOW & AMOY

"DAIGI MARU" Capt. H. Mureyama

SUNDAY, 27th Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 21st March, 1910. T. ARIMA, Manager. [6]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

SAILING DATES, 1910.

MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID

"KANAGAWA MARU" Capt. G. H. Butler, Tons 7000

WEDNESDAY, 23rd Mar., at Daylight.

"HITACHI MARU" Capt. N. Mabeleson, Tons 7000

WEDNESDAY, 30th Mar., at Daylight.

"MIYASAKI MARU" Capt. T. Mura, Tons 9000

WEDNESDAY, 15th Mar., at Daylight.

"KITANO MARU" Capt. F. E. Cope, Tons 9000

WEDNESDAY, 27th Mar., at Daylight.

VICTORIA, B.C., & SEATTLE

"KAMAKURA MARU" Capt. K. Kori, Tons 6500

SATURDAY, 19th Apr., from KOBE.

VICTORIA, B.C., & SEATTLE

"AWA MARU" Capt. S. Ishikawa, Tons 7000

TUESDAY, 30th Mar., at Noon.

"HABAMA MARU" Capt. K. Kawara, Tons 7000

TUESDAY, 26th April, Noon.

SYDNEY AND MELBOURNE via MANILA, THURSDAY

"YAWATA MARU" Capt. T. Sekine, Tons 5000

FRIDAY, 15th Mar., at Noon.

ISLAND, TOWNSVILLE AND BRISBANE

"MIKKO MARU" Capt. M. Yagi, Tons 6000

FRIDAY, 15th Mar., at Noon.

BOMBAY, via SINGAPORE and COLOMBO

"TOSA MARU" Capt. Y. Nomura, Tons 6000

TUESDAY, 5th April.

SHANGHAI, MOJI AND KOBE

"JOEYON MARU" Capt. Fred. Pyne, Tons 6000

MONDAY, 28th March.

NAGASAKI, KOBE and YOKOHAMA

"MIKKO MARU" Capt. M. Yagi, Tons 6000

WEDNESDAY, 15th Mar., at Noon.

"WAKABA MARU" Capt. N. Nielson, Tons 7000

FRIDAY, 27th Mar., at Noon.

Fitted with new system of wireless telegraphy. Cargo only. Carried deck passengers.

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUBUMOTO

Hongkong, 22nd March, 1910.

Shipping—Steamers

JAVA-ASIATIC S.S. CO.

FOR SAN FRANCISCO (Taking through Cargo to Los Angeles).

THE Steamship "STRATHSPEY" will be despatched for the above Port on or about the 2nd April.

For Freight and further information, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd March, 1910. [256]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.).

THE Steamship "EASTERN" Captain McArthur, will be despatched as above on WEDNESDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which secures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the staterooms of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th March, 1910. [245]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE via MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing Date

1910

Aymara

4,303

J. Boyd

7th April

Oceanic

4,657

F. W. Davies

11th June

Kumero

5,132

J. Mahie

5th July

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910. [11]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK

S.S. "SIKH" On 29th March.

FOR NEW YORK AND BOSTON:

S.S. "DACE CASTLE" On 12th April.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 11th March, 1910. [156]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship "INVERIC" will be despatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to ARNOLD, KARBURG & CO., General Agents.

Hongkong, 14th March, 1910. [246]

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY). (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship "ALVARO" will be despatched for the above Port on or about the 2nd April.

For Freight and further information, apply to ALVARO & CO., Agents.

Hongkong, 14th March, 1910.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, GUYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for Batavia, PERMAN GULF, CONTINENTAL AFRICA, CAS and SOUTH AFRICAN PORTS).

THE Steamship "DEVANHA" Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd April, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Almora*, 9,305 tons, from Colombo, Passengers' accommodation in which vessel is second before departure from Hongkong.

Silk and Valuable, all Cargo for France and India will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Almora*, due in London on 13th May, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Consignee's and Value of all Packages

ROBBE ESTATE RETURNS.

	Jan.	Feb.	Total.
Allagar	2,000	1,850	3,850
Anglo Malay	49,306	49,718	99,024
Ayer Molek	1,344		
Ayer Kuning	200		
Balgonie	8,607	7,596	16,203
Banteng	1,300	1,259	2,559
Batu Caves	6,100	10,124	16,224
Bertam	12,500	10,000	22,500
Bukit Kajang	2,146	937	3,083
Bukit Kajang	30,314		
Bukit Lintang	2,000	2,500	4,500
Carey United	5,550	6,000	11,550
Casfield	3,374	2,138	5,512
Changkat Serang	2,866		
Cocly	10,000		
Consolidated Malay	43,032		
Caledonia	20,000	4,700	24,700
Damaniana	14,795		
Edinburgh	4,050		
Federated (S'gor)	10,950		
F.M.S. Rubber	22,860	44,179	67,039
Gedong	5,000	7,500	12,500
Gleadow	850	1,045	1,895
Glenahel	1,893	1,719	3,612
Glenah Hope	2,398	3,748	6,146
Gulconda	10,328		
Harpenden	3,045		
Hibb. & Lowlands	43,770	40,724	84,494
Ind. Kanchath	13,137	11,144	24,281
Jebong	10,000		
Kalumpang	7,095		
Kamuning	6,400	5,600	12,000
Kempsey	2,514	2,324	4,838
Kepong	2,350		
Kuala Klang	1,244		
Kuala Lumpur	2,032	1,650	3,682
Kuala Lumpur	45,115	41,175	86,290
Labu	12,863	9,345	22,207
Labrador	28,657	20,558	49,215
Lebury	8,048	8,020	16,068
Linggi	58,000	75,500	133,500
London Asiatic	8,912	7,555	16,467
Malacca Plant	27,000	27,000	54,000
North Hummock	18,283	(10 and 199)	
Nova Scotia	5,150	4,900	10,050
Pajam	1,000	1,350	2,350
Pataling	14,190	33,542	47,732
Pegoh	2,528	3,043	5,571
Perak Plant	11,631		
Ratunui			
Ribu Rubber	5,000	4,314	9,314
Rubana	10,350	9,870	20,220
Rubber Growers Ass.	2,314		
Sengai	4,168		
Selaba	3,000	2,100	5,100
Sungei Choh	2,550	3,150	5,700
Sungei Kapar	17,100		
Sandycroft	9,848	6,418	16,266
Seaford	9,000	8,500	17,500
Selangor	33,593		
Seremban	21,377	17,810	39,187
Senawang	4,270		
Shelford	4,000	5,700	9,700
Spore & Johore	8,465	6,316	14,781
Singapore Para	5,000	4,300	9,300
Straits Rubber	20,000		
Sumatra Para	1,370	1,500	2,870
Tali Ayer	10,900	9,000	19,900
Tong	2,133		
Vallambrosa	36,000		

[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies.]—Singapore Free Press.

COMMERCIAL.

TO-DAY'S EXCHANGE.	
Selling.	Buying.
London—Bank T.T.	1/10
Do. demand	1/11
Do. 4 months' sight	1/12
France—Bank T.T.	2/11
Germany—Bank T.T.	2/11
India T.T.	1/10
Do. demand	1/11
Shanghai—Bank T.T.	1/10
Singapore—Bank T.T.	1/10
Japan—Bank T.T.	1/10
Java—Bank T.T.	1/10
4 months' sight L/C	1/10 7/16
6 months' sight L/C	1/10 1/2
30 days' sight San Francisco & New York	1/10 1/2
4 months' sight do.	1/10 1/2
30 days' sight Sydney & Melbourne	1/10 1/2
2 months' sight France	1/10 1/2
6 months' sight do.	1/10 1/2
12 months' sight Germany	1/10 1/2
Bank Silver	1/10 1/2
Bank of England rate	1/10 1/2
Sovereign	1/10 1/2

SHIPPING AND MAILS.

MAILS DUE.	
American (Arlo) 24th inst.	
French (Oceanic) 28th inst.	
Indian (Canton) 29th inst.	
Candian (Empire of China) 31st inst.	
Indian (Kumintang) 1st prox.	

The B.G. Line's *Oceanic* arrived at Vancouver, B.C., on 21st inst.

The I. C. S. N. Co.'s *Re-king* from Calcutta and the Straits left Singapore for this port on 21st inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 22nd at 12.05 p.m.—The barometer has fallen quickly in Japan, and risen considerably over China.

The depression is moving Eastwards over S. Japan.

A high pressure area now lies over the Yangtze valley.

Strong N. and N.E. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 8 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. and N.E. winds, strong; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Canton, same as No. 1.

4.—North coast of China between Hongkong and Peking, same as No. 1.

Shipping.

Arrivals.	
Sabine Rickmers, Dut. s.s. 573, Fries, 22nd Mar.—Canton 21st Mar. Kerosine oil.	
Saxonia, Ger. s.s. 5782, T. Bahle, 22nd Mar.—Hamburg 23rd Feb. Gen.—H. A. L.	
Atlanta, Am. s.s. 961, E. de Oro, 22nd Mar.—Panama, P.I. 18th Mar. Ballast.—Mr. J. M. B.	
Kokoi Maru, Jap. s.s. 1,087, Y. Murakami, 22nd Mar.—Mol 16th Mar. Coal.—M. B. K.	
Fries Ludwig, Ger. s.s. 5704, F. V. Binar, 23rd Mar.—Bremerhaven 9th Feb. Meal and Gen.—M. & Co.	
Borneo, Ger. s.s. 1,344, F. Sembill, 23rd Mar.—Saddak 18th Mar. Timber & Gen.—M. & Co.	
Anhui, Br. s.s. 1,350, J. B. Harris, 23rd Mar.—Canton 22nd Mar. Gen.—B. & S.	
Tingnan, Br. s.s. 1,045, F. V. Anderson, 23rd Mar.—Canton 21st Mar. Coal.—J. M. & Co.	
Signal, Ger. s.s. 907, G. Schallier, 23rd Mar.—Saigon 18th Mar. Rice, Paddy and Meal.—J. & Co.	
Ha'die, Nor. s.s. 1,063, G. Solberg, 23rd Mar.—Bangkok 14th Mar. Rice and Gen.—C. S. N. & Co.	
Fiume, Br. s.s. 836, H. Nelson, 23rd Mar.—Saigon 18th Mar. Rice and Flour.—Barretto & Co.	
Daiji Maru, Jap. s.s. 864, H. Murayama, 23rd Mar.—Sawto 22nd Mar. Paper, General and Eggs.—O. B. K.	
Calchas, Br. s.s. 428, G. A. Rodway, 23rd Mar.—Singapore 18th Mar. Gen.—B. & S.	
Antiochos, Br. s.s. 5792, A. R. Stewart, 23rd Mar.—Kutchin 19th Mar. Gen.—B. & S.	

Clearances at the Harbour Office.

Departures.

Passengers arrived.

Per *Sunda*, for Hongkong from Shanghai—Miss Lowden. For London from Yokohama—Mr. R. Evers. For London from Yokohama—Mr. J. R. Johnson. For London from Yokohama—Miss Acheron. For London from Yokohama—Miss Acheron. For London from Yokohama—Miss Acheron.

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SHARE QUOTATIONS

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$150,000	\$2,001,819	2 1/2% for half year ending 31.12.09 @ 2 1/2% = \$15,000	\$50 1/2 s. & ss. London, £50
National Bank of China, Limited	99,925	7	26	\$1,000,000 \$1,000,000 \$100,000	\$30,558	\$2 (London 1/2) for 1908	\$75 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$150,000	none	\$10 for 1908	7 1/2% \$170 buyers
North China Insurance Company, Limited	10,000	15	25	Tls. 23,500 Tls. 23,500 Tls. 2,350	Tls. 297,575	Final of 7/8 making 15% for 1908	Tls. 125 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$1,000,000 \$100,000	\$2,454,901	Final of 1/2 making 2 1/2% for 1907 and interim of 1/2 for 1908	2 1/2% \$910 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$100,000	\$707,517	\$12 and bonus \$5 for 1907	7 1/2% \$150 buyers
FIRE.							
China Fire Insurance Company	70,000	\$100	\$20	\$1,000,000 \$1,000,000 \$100,000	\$375,341	\$6 and bonus \$2 for 1907	7 1/2% \$109 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$100,000	\$268,711	\$27 for 1907	8 1/2% \$337 1/2 ex div. b.
SHIPPING.							
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$1,000,000 \$100,000	\$1,085	\$1 for 1908	7 1/2% \$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000 \$100,000	Nil	2 1/2% for year ending 30.6.1908	7 1/2% \$52 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$100,000	\$28,756	Final of 1/2 for account 1910	8 1/2% \$104 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$1,000,000 \$1,000,000 \$100,000	\$13,755	6% for 1907 on Preference shares only @ 1/2% 1/10 = 3.154	5 1/2% \$65 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	25	25	\$1,000,000 \$1,000,000 \$100,000	\$13,755	3rd in. of 2 1/2% per sh. (coup. No. 12) making in all 4 1/2% for '08 & interim of 1 1/2% for ac. '09	5 1/2% \$65 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	2 1/2	2 1/2	\$1,000,000 \$1,000,000 \$100,000	\$61,827	\$1.00 for year ending 10.4.1909	4 1/2% \$25 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$100,000	\$1,121	\$0.50 for year ending 10.4.1909	3 1/2% \$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$100,000	Dr. \$5,058	\$5 for year ending 31.12.08	3 1/2% \$172 buyers
Khai Sang Refining Company, Limited	7,000	\$1	\$100	\$1,000,000 \$1,000,000 \$100,000	Dr. \$15,893	\$5 for 1897	3 1/2% \$50 sellers
Park Sugar Refining Company, Limited	7,000	Tls. 5	Tls. 50	\$1,000,000 \$1,000,000 \$100,000	Tls. 6.08	Tls. 10 for year ending 31.3.09	3 1/2% Tls. 740 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	2 1/2	Pa. 1	\$1,000,000 \$1,000,000 \$100,000	48	Final of 1/2 making 2 1/2% for 1909	7 1/2% Tls. 18 1/2
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$1,000,000 \$1,000,000 \$100,000	none	First year	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	1	18 1/2	\$1,000,000 \$1,000,000 \$100,000	Dr. 24.191	No. 12 of 1 1/2 = 48 cents	36 1/2 buyers
DOCKS, WHARVES & GODOWNS.							
Feenick (Gas) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$100,000	Dr. 37,421	\$2.75 for year ending 31.12.08	3 1/2% \$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$1,000,000 \$1,000,000 \$100,000	\$10,108	None	36 1/2 ex div. b.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$1,000,000 \$1,000,000 \$100,000	\$138,715	Interim of 1 1/2 for account 1909	36 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$100,000	Tls. 2,467	Interim of Tls. 2 1/2 for 1910	6 1/2% Tls. 28 buyers
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 1	Tls. 100	\$1,000,000 \$1,000,000 \$100,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 1/2% Tls. 125
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	\$1,000,000 \$1,000,000 \$100,000	Tls. 4,134	Tls. 6 for year ending 30.12.09	5 1/2% Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$1,000,000 \$100,000	\$24,611	\$1.20 on old and 60 cents on first new issue	5 1/2% \$110 buyers
Hongkong Hotel Company, Limited	12,000	\$15	\$15	\$1,000,000 \$1,000,000 \$100,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	5 1/2% \$85
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$1	\$1	\$1,000,000 \$1,000,000 \$100,000	\$27,9	Interim of 3 1/2 for account 1909	6 1/2% \$101 buyers
Hampshire Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,000,000 \$1,000,000 \$100,000	\$5,174	45 cents for 1909	6 1/2% \$81 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$100,000	\$579	\$2 1/2 for 1909	5 1/2% \$28 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$100,000	Tls. 14,404	Interim of Tls. 3 for account 1909	6 1/2% Tls. 105 s.
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$100,000	\$1,958	Final of 12.8 for account 1909	8 1/2% \$421 sellers
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	\$1,000,000 \$1,000,000 \$100,000	10,792	Tls. 11 for year ending 31.10.09	8 1/2% Tls. 129 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	\$1,000,000 \$1,000,000 \$100,000	\$9,558	50 cents for year ending 31.7.08	56 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$1,000,000 \$100,000	Tls. 3,372	Tls. 7 1/2 for year ending 30.9.05	6 1/2% Tls. 66 sellers
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$100,000	none	Tls. 6 for 1909	6 1/2% Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000 \$1,000,000 \$100,000	Tls. 15,972	Tls. 5 for 1905	6 1/2% Tls. 380
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,000,000 \$1,000,000 \$100,000	2,648	15% per share for 1908	10 1/2% \$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$100,000	Nil	60 cents for 1909	10 1/2% \$49 ex div. b.
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$100,000	\$61,138	50 cents for year ending 31.12.08	8 1/2% \$64 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$100,000	\$1,407	80 cents for 1909	8 1/2% \$81 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$100,000	\$1,891	\$1.20 for year ending 31.7.09	8 1/2% \$18 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$100,000	\$1,756	Interim of 55 cents for account 1909	10 1/2% \$74 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$100,000	\$670	8 cents for year ending 31.12.08	8 1/2% \$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$1,000,000 \$1,000,000 \$100,000	\$5,195	\$1 and bonus 20 cts. for year ending 30.12.09	6 1/2% \$504 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$100,000	\$7,616	Final of 1/2 for 1909	10 1/2% \$16 ex div.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$100,000	\$8,790	Final of 1/2 making in all 1/2 for 1909	8 1/2% \$11 sellers
Measchappij tot Mijde, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000 \$1,000,000 \$100,000	Tls. 316,682	4th interim of Tls. 2 1/2 for 1909	6 1/2% Tls. 1,650 ss.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$100,000	\$1,204	80 cents on fully paid shares and 8 cents on 1st paid shares for year ending 30.4.09	6 1/2% \$144 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$100,000	18,640	None	3 1/2% \$130 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$100,000	none	None	3 1/2% \$130 buyers
Shanghai-Symatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 \$1,000,000 \$100,000	Tls. 14,810	Final Tls. 5 making Tls. 8 for 1908	4 1/2% Tls. 550 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$100,000	Dr. \$31,006	None	25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000 \$1,000,000 \$100,000	363	40 cents for year ending 31.5.09	4 1/2% \$5 buyers
Union Waterfront Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$100,000	\$172	60 cents for year ending 31.12.08	5 1/2% \$10 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$100,000	\$343	60 cents per ord. share for year ending 31.5.09	6 1/2% \$12 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$100,000	\$4,613	Final of 30 cents for 1908	6 1/2% \$7 sellers
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$1,000,000 \$100,000	\$728	Final of 30 cts. making 80 cts. for this year ended 30th June, 1906	3 1/2% \$3 ss. & b.

Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL, £3,000,000



"LA FLOR DE LA ISABELA."

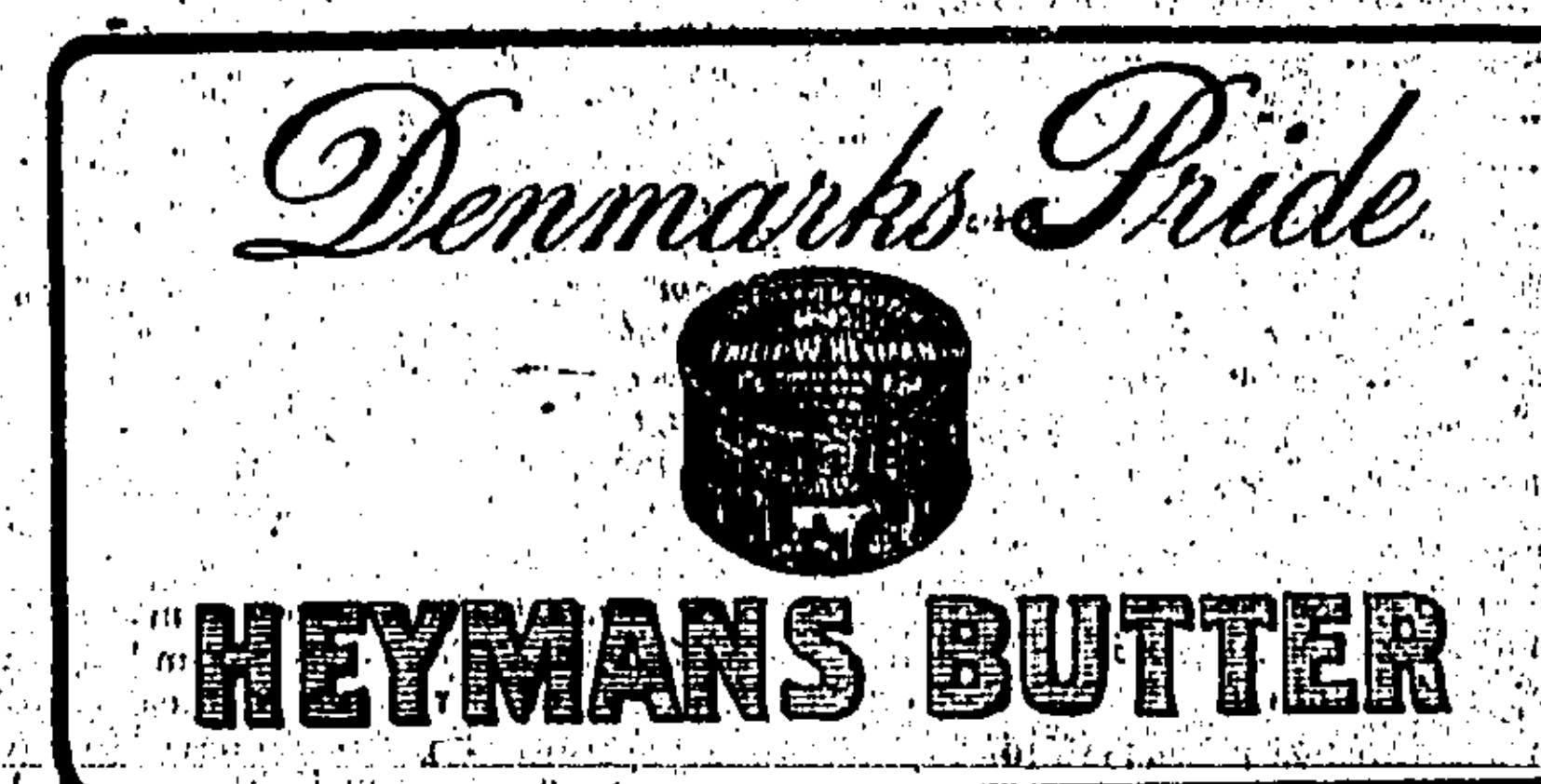
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Have just unpacked a Large Consignment of ENGLISH BICYCLES AND ACCESSORIES of the best makers.

NEW BICYCLES FOR HIRE AND SALE.

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Hongkong, 2nd March, 1910.

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JUST UNPACKED Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES. LACE and EMBROIDERIES a specialty. TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

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